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[33]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
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Telegraphic Address: PRESS, Codes: A.S.C. 5th Ed. Lieber's  
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## MARRIAGE.

On 25th April, at the Episcopal Chapel, Macao, by his Lordship the Right Reverend Bishop Don Joao Paulino d'Almeida Castro, JERONIMO PITIZEN PEREIRA LIMA, of Kobe, to LIDA MARIA, youngest daughter of Mr. C. J. GONSALVES, of Hongkong. Lisbon, China and Japan papers please copy. (1119)

## DEATH.

At No. 4, Elliot Crescent, after a brief illness, KATE JADEL MARGARET, infant daughter of GEORGE PHILIP and MARY LAMBERT. (1120)

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, MAY 2ND, 1905.

Mr. EDWARD S. LITTLE, writing to our Shanghai contemporary, says: "I make here formal" the charge against the Chinese Government that it has not only failed to carry out fully any single important clause of the Mackay Treaty, but that China is actively opposing in essential particulars both its spirit and letter." Similar statements in the London Times led to interpolations in Parliament, when EARL PEACOCK stated, according to REUTER, that the Government were not in receipt of information to support such statements. This unfortunate reply has been seized upon as an admission of ignorance. Whether the Government is ignorant, or indifferent, or both—and plenty of China-landers these things do steadfastly assert—Mr. E. S. LITTLE says sufficient to show that the Government has no business to be ignorant. anyone will mention any clause of the famous treaty of 1902-3 that is now actually in full operation, Mr. LITTLE says he will be happy to acknowledge his error. It is scarcely necessary to run through the sixteen clauses and as many sub-sections of the supplementary commercial treaty before replying to such a suggestion. He would be a bold man who would claim that any foreign agreement with China is or ever has been "in full operation." The first

article, relating to the obtaining of Draw-back Certificates from the Imperial Customs, is the one most nearly approaching the standard of satisfaction. China has certainly taken no steps to "provide a uniform national coinage," and latest reports are that the authorities are strangely reluctant even to think about the promise contained in Article Two. If they are doing anything at all, it must be in deliberate and violent opposition to their pledge, for "coins of all sorts and conditions from some sixty mints are being constantly multiplied and debased, and to such an extent that a financial crisis is one of the probabilities of the future. Instead of one national coinage there are now dozens. The Government is robbing the people and debasing its coinage." With regard to China's solemn engagements in respect of mining rights and regulations, we have written too recently on the subject to warrant repetition; but we may note that Mr. LITTLE is at one with us in declaring that China has taken every step possible to make mining by foreigners impossible. He says: "I have myself seen an official proclamation giving a Chinese company permission to mine, but containing a clause that the permit would be forfeited if any foreigners were admitted to the company and forbidding the employment of foreign capital, even in the nature of a loan." Regulations were published, and a translation of them was specially made for the "Directory and Chronicle," but it is unnecessary to say that these regulations were very far from being of a sort "to attract foreign as well as Chinese capital" (vide Article Nine). The pity of it is that should acceptably revised regulations ever be forthcoming, they may be too late. The concluding words of the Article clearly show that the new rules will not be retrospective, and in the meantime, sweeping concessions have been granted right and left by the provincial authorities. Mr. LITTLE's view is that comparison of promise and performance in this matter, reveals an insult. "China has gone out of her way to insult the Treaty Powers." By far the greater portion of the treaty is devoted to taxation; and here we cannot do better than to quote Mr. E. S. LITTLE once more. He says: "All kinds of improvements were promised. Sir James Mackay was confident the Chinese Government meant to institute reforms. I venture to affirm that Chinese taxation is now worse than it has ever been. Since the Mackay Treaty has been signed things have gone from bad to worse; taxation has increased and foreign goods are not respected as they formerly were. Transit passes are often utterly ignored and goods taxed by local officials quite regardless of the extra payment of the half duty. Employers of British firms are arrested, imprisoned, and fined and a dress is difficult or impossible to obtain. British Consular archives, if opened to the public, would disclose many instances in proof of this assertion. Let the Government make the Tientsin Treaty effective and we shall be much better off than now."

All these things are not easily concealed, and we cannot believe the British Cabinet to be so ignorant as say, EARL PEACOCK. We cannot think that the word "indifferent" is apt, either; and must fall back upon some theory that China is a political bog at Downing Street; and that in order to enjoy the peace and quiet of a laissez aller or masquerade policy, they are willing to sacrifice their few business compatriots who have been waving the Union Jack for them in these parts.

An advertisement in this issue announces the establishment of Mr. A. S. Gomes, junior, late of the Hongkong and Shanghai Bank, as a General Broker at Hongkong.

The second round of the Hongkong Cricket Club's tennis tournament was not finished yesterday. The time limit is being extended.

Before Mr. G. N. Orme at the Police Court yesterday a coolie employed at the Naval Yard Extension was fined \$300 for being in possession of illicit opium. Another from Capsuman, who had a previous conviction, was fined \$250 for a similar offence.

A Russian sailor was fined \$5 by Mr. F. A. Hazeland at the Police Court yesterday for taking intoxicants into the Sailors Home. This is the first conviction of the kind under the new regulations of the Merchant Shipping Consolidation Ordinance.

It is reported that the Chinese authorities at Shanghai discovered that a local native merchant was contracting for the supply of 300-400 tons of coal for the *Asakoid*. As this would constitute a breach of neutrality, the Taotai was taking decisive steps in the matter.

Wong Lit Ng called at his friend, Chan Yuen's family house in Li Yuen Street last year, and obtained from a servant a number of books and jewellery valued at \$160, which he said he was removing to the office by order of Chan Yuen. He pawned the goods, and was lost sight of by the complainant until Sunday last, when he was given in charge. He appeared before Mr. G. N. Orme at the Police Court yesterday, and was sentenced to three months' imprisonment with hard labour.

Return of visitors to the City Hall Library and Museum for the week ending the 30th April, 1905, were 239 non-Chinese, and 72 Chinese to the former, and 99 non-Chinese, and 1,613 Chinese to the latter institution.

A considerable number of Red Cross Russian nurses, captured by the Japanese, arrived at the Hongkong Hotel yesterday, and are leaving for Europe by the French mail.

Yesterday afternoon while a gang of coolies were removing a quantity of coal from the side of the wall of a godown at No. 36 Praya East, the wall collapsed. Several coolies received minor hurts, and four who were severely bruised were taken to the Government Civil Hospital. The Police saw all the debris turned over, and ascertained that there were no casualties.

Fung Chow, a foreman employed at the Tatum water-works, was arrested on Sunday night at Yauwatti, and charged before Mr. F. A. Hazeland at the Police Court yesterday with returning from banishment. Formerly he was charged with a similar offence, and at the expiration of his twelve months' imprisonment was banished again. He was again sentenced to one year's imprisonment and six hours' stocks.

A numerous signed petition has been forwarded to President Roosevelt asking that the American Consul at Foochow, Dr. S. L. Gracey, be retained in his present position. In view of the service Dr. Gracey has already rendered and of the valuable experience he has acquired during his six or seven years' residence there, Foochow Americans desire that there shall be no change.

Lo Sheung who has been doing a thriving business by pawning stolen clothing, was on Sunday night caught in the act of taking some wearing apparel which had been left on the roof of a house in Des Vaux Road to dry. Charged before Mr. Orme at the Police Court yesterday he was sentenced to three weeks' hard labour, six hours' stocks, and to be recommended for banishment on the expiration of his sentence.

The week's plague return, having two additional fatalities, brings the number to thirty-one. Since the report was issued, four more deaths occurred. One European case of enteric fever came from Canton. Small-pox cases numbered eight (two fatal). The five European cases were imported, and one of the Chinese. The Indian case reported previously turned out to be only measles.

Deep sympathy will be very generally felt with Mr. Fung Wa Chun in the bereavement he has suffered by the death in England of his younger son, Mr. Fung Chi Wo, who went to England some months ago to receive an English education. He appears to have suffered much from lung troubles during the winter and was critically ill a couple of months ago. According to a telegram received by Mr. Fung Wa Chun death occurred on Sunday.

An Indian constable was sentenced by Mr. G. N. Orme at the Police Court yesterday to three weeks' hard labour for assaulting a coolie early on Sunday morning at Wanchoi. The constable stated that he thought the man was a suspicious character, and hit him with his baton to drive him away. The blow, however, was a severe one and the coolie had to be admitted to hospital. The constable was further ordered to pay \$1 compensation, or spend a further seven days in prison.

Charles Smith, an unemployed sailor who has been staying at the Sailors' Home for some weeks past, was charged before Mr. F. A. Hazeland at the Police Court yesterday with obtaining drinks by false pretences. Prisoner said to Inspector Collett: "If I could have got away with it, I would have got away with it. You know that. You are a man of the world." His Worship found the defendant guilty and sentenced him to one month's hard labour.

A Chinaman from Australia was charged before Mr. F. A. Hazeland at the Police Court yesterday with assaulting P. C. Wills at the Kio Shing Theatre on Saturday night. The defendant was obstructing the view of a number of playgoers. On being told to sit down he informed the constable that he was a fighting man, and thereupon assaulted him. He was convicted and fined \$25 or six weeks' hard labour. A Japanese, for assaulting a European in Queen's Road East, was fined \$25 and ordered to pay \$12 compensation.

On April 24th our Shanghai contemporary wrote: A very interesting ceremony, which has been postponed from last July in consequence of the illness of the Director General of Railway Administration (H.E. Sheung Kuangsoo), is now fixed for Tuesday morning next at a point near the Shanghai railway station. A "first sod" of the Shanghai-Nanking railway will then be ceremonially turned by his Excellency. The work on the railway has, of course, been in progress for some months, and the first section is already well advanced.

A correspondent of the *Speciator* gives the following rough translation of a song in vogue at the present time in the Russian streets:—"The Mikado demanded of the Emperor (as terms of peace)"

Two Jews who had not been beaten,  
Two Muslims who were not starved,  
Two infidants who were not thieves,  
Two "popes" who were not drunkards.  
The Emperor replied: I have only Vladimir Romanov-sky.  
And Sergius Moscow-sky.  
The Mikado said:  
I have no use for such ruffians.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

## LINEVITCH CLAIMS A VICTORY.

LONDON, 1st May.

General Linievitch reports that he defeated the Japanese in an important engagement on Saturday night, as a result of which his forces occupied Tungkushing.

[REUTER'S SERVICE.]

## THE BRITISH NAVY.

LONDON, 29th April.

Mr. Arthur H. Lee, Civil Lord of the Admiralty, speaking at Gosport, said that the Admiralty will lay down in the autumn at Portsmouth, the first of a new type of battleship, the most powerful in the world, and to be built in the shortest time known. The type will embody considerable alterations in design; the result of lessons from the Russo-Japanese war. The reason for the recent lull in construction was to enable these lessons to be utilized.

## THE WAR.

["DAILY PRESS" SERVICE.]

## TIMELY TOLERANCE.

LONDON, 1st May.

An Imperial Decree is reported to have been signed by Tsar Nicholas II, abolishing all religious disabilities in Russia.

The decree was promulgated yesterday. It is feared that the measure has come too late to benefit the Jewish population.

## SEISMIC SHOCKS IN SWITZERLAND.

LONDON, 1st May.

Earthquake shocks have been felt in Switzerland, for the first time in many years. Seismologists regard this as evidence of a widespread subterranean disturbance.

[REUTER'S SERVICE.]

## THE PROSPECTS OF PEACE.

LONDON, 29th April.

News from Washington states that the British Ambassador sails for home tomorrow, and the German and French Ambassadors will follow; it is believed in diplomatic circles that they will unofficially communicate to King Edward, the Emperor of Germany and President Loubet, President Roosevelt's earnest desire to end the war as early as possible. It is believed that the impending naval engagement, whatever the result may be, will offer an opportunity for initiating peace negotiations.

["N. C. Daily News" Service.]

## RUSSIAN ACTIVITY IN COREA.

Tokyo, 21st April.

Russian activity has been remarkable lately south of the Tumen river. Eight thousand are reported in the region north of Syongchilin province.

## THE JAPANESE RESERVE READY.

Tokyo, 21st April.

An imperial ordinance has been gazetted containing the regulations for summoning into service the National Army.

## THE PEACE-KEEPING ALLIANCE.

Tokyo, 24th April.

The *Kokumin* believes that the amicable settlement of the Camranh episode was due to some extent to the good offices of England. It emphasises the efficacy of the Anglo-Japanese Alliance and says a renewal of the compact is sincerely to be hoped for in the interests of the maintenance of the world's peace.

## BALTIC FLEET NEWS.

JAPANESE ALBERT.

The s.s. *Benarua* arrived from Moji yesterday with coal. When 250 miles from Moji on the 26th April at 1 p.m. she was signalled by a Japanese cruiser as to her departure port, destination and cargo. The *Ormidale* was similarly questioned off the Korean coast.

PROBABLY PREMATURE.

Prior to the departure of the French mail from Saigon on the 28th April there was a report that six ships of the third Baltic squadron had joined Admiral Rodjestrinsky's off Saigon.

"QUONG NAM" AT CAMRANH.

The French steamer *Quong Nam* reports that on the 24th April, owing to a breakdown of the condensing pump, she put into Camranh Bay, where she found a Russian hospital ship and six transports. By the 26th all the vessels had left the Bay, and the *Quong Nam* that day proceeded on her passage. When ten miles off the coast, abreast of Camranh, she sighted the Russian Fleet manoeuvring with transports. The Russians questioned the *Quong Nam* as to what she was doing in the Bay and whither she was bound.

THE TYPHOON.

The Russian fleet is supposed to be steaming towards the Bashi Channel and, if this be so, should escape the typhoon reported to be travelling W.N.W. from Luzon.

THE BRITISH FLEET.

The s.s. *Kalgan* sighted the British fleet yesterday morning manoeuvring in the vicinity of Mits Bay.

NEWS FROM SAIGON.

A correspondent writing to us from Saigon by latest mail states that having the s.s. *Orel*, which put in to replenish her bunkers and stores, none of the Russian fleet called at Saigon. There certainly was a great deal of excitement, our correspondent adds, over the news that the Fleet was expected at Cape St. James and the eventual military preparations made to enforce the port's neutrality; but it all amounted to watching events which did not develop.

["N. C. Daily News" Service.]

## THE RUSSIANS AT CAMRANH.

Tokyo, 21st April.

The French preliminary reply to the Japanese protest has been received.

The leading journals say that it has completely upset the defence suggested by *Le Temps*, that the Russians have remained outside the neutral limit.

According to the N.D.L.S. *Prin Heinrich*, the main Russian squadron, including five ironclads, were staying in the inner harbour at Camranh.

Other absolutely reliable advices are that the Russians are taking in coal and supplies, and are repairing. Picket boats are watching the entrance of the harbour and are overhauling merchantmen. The Russians are actually making their final preparations at Camranh, which has virtually become a Russian naval base.

The papers point out that the neutrality regulations laid down by the different Powers have only a domestic character, and plain defiance of international law and usages must not be overlooked.

Tokyo, 22nd April.

The Naval staff announces that an eye-witness has reported seeing a vessel of the *Dmitri Donskoi* type and a two-masted, three-funnelled converted cruiser watching outside the harbour, two merchantmen anchoring outside the harbour near the north entrance, five battleships in the inner harbour, of which two were hoisting admiral's flags, and six warships anchoring in a line outside the south entrance near the shore.

## THE QUESTION OF NEUTRALITY.

Osaka, 22nd April.

The French Premier (M. Rouvier) has declared that France will maintain strict neutrality. He further stated that Admiral Rodjestrinsky's stay in Indo-China was fraught with danger and might involve serious consequences in Europe.

Tokyo, 23rd April.

A communiqué given out this afternoon states that upon receipt of the news of the arrival at Camranh of the Baltic Fleet, France emboldened instructions to the Viceroy of Tonkin strictly to enforce the neutrality regulations. Subsequently in deference to the Japanese protest a further cable was sent to the Viceroy instructing him to ask Admiral Rodjestrinsky to leave as soon as possible. The Viceroy replied that he had done this.

France also asked Russia to instruct her admiral to leave French waters and Russia complied.

France reassures Japan that the necessary steps have already been taken to ensure strict neutrality.

In this connection the Japanese are satisfied that France has eventually displayed a sense of justice and they will watch keenly to see these assurances carried into effect.

## NEW SAILORS' INSTITUTE.

TO BE OPENED TO-DAY.

This afternoon another link will be added to the chain of agencies with which the Missions to Seamen in this port seeks to meet the needs of the Sailor Ashore. His Excellency, Sir Mathew Nathan will perform the ceremony in connection with the opening of a new Institute on the Hongkong side of the harbour, at 5.30. For sometime past the local Committee (The Bishop of Victoria, the Hon G. Stewart, Mr. Pollock, Mr. Osborne, the Hon. Captain Barnes Lawrence, the Hon. Dr. F. Clarke and the Rev. J. H. Franco) have been trying to provide a successor to the "Star" Coffee House which they were compelled to close about two years ago. They hoped to secure a site and put up a suitable building, but finding great difficulty in so doing they resorted as a temporary measure to rent two houses (72 and 73 Praya East) and adapt them to their needs and make some attempt to meet the requirements of sailors ashore.

Though in a sufficiently advanced state for the opening function the place is by no means complete, as much of the furniture has not yet arrived. When in full working order it will have nearly sixty beds provided with spring

mattresses, and will in this respect meet a real need as the excellent institutions already existing are often crowded out on "leave-nights." There will be good bathrooms and other accommodations adjacent to those dormitories. On the first floor a spacious room will be used for meetings of various kinds. The ground floors of the two houses will be used for purposes of recreation. Good well cooked meals will be provided at a moderate cost and what the Americans call soft drinks will be on tap in a soda fountain of the latest type. His Excellency who will to-day declare the place open has taken a warm interest in the efforts of the Committee and has greatly aided and encouraged them by his sympathy and advice.

## CANTON NOTES.

[From the *Chung Ngai Sai Po*.]

## DEVELOPMENTS.

The place named Fong-Chun, near Fati opposite Canton, is regarded as a most suitable place for a commercial entrepôt. Some time ago a well known Chinese merchant named Wong Chui-Fing purchased a large extent of land for the purpose of constructing godowns and wharfs and also some foreign merchants have acquired a large site for building houses, etc. It is reported a foreign civil engineer who has lately arrived from Peking has proposed to construct a large road from Chui-ni to Fati occupying about five hundred mu of land, the expense of building the road will be paid by different land owners, who have to pay ten dollars for each mu of land in advance to found a road fund. If the land-owners fail to pay the expense, the company will purchase the land from them at the price of one hundred and twenty taels for every mu.

A meeting of land owners, invited by the civil engineer was held in Shamen recently to draft the regulations, but as the regulations are not written in Chinese Mr. Wong Chui-fing, who is ignorant of English, wants them to be translated in Chinese first, before the final decision can be arrived at. It was proposed to hold another meeting on the 29th April.

## VICEROY SHUN ILL.

It is reported that Viceroy Shun seeing that order has been restored in the province of Kwangsi has sent a memorial to the Throne asking to be allowed to resign his viceroyship under the plea of illness.

## HAD SILK OUTLOOK.

On account of the continued rain the silk crop has been reported unfavourably. Mulberry leaves which have been greatly damaged by the rain are sold at a price from two dollars to two dollars and fifty cents a canty, and the price of silk-worm eggs is exceedingly high. On account of the heavy outlay many people have not yet commenced to rear silk worms.

## AN AFFLUENT EXILE.

Pai-King-fuk, the late Nam-hoi magistrate and well-known squire, who has been banished at the request of the viceroy to Chinese Eastern Turkestan, will proceed thither in a few days. Pai has recently received a large sum of money presented by his friends on account of his banishment. His old servants Lui Kam Shan and Li Tze Ming, who also made a heavy extortion of money during the term of Pai's office have sent him from Shanghai and Ka Ying eight thousand and three thousand dollars respectively.

## SHOOTING H.K.V.A.

The fifth annual rifle competition for Sir Henry Blake's Challenge Shot was held on Saturday last at the Tai Hong Range. Four teams competed and the result was a win (for the fourth consecutive time) for the team entered by the left half of No. 1 Company.

The following are the individual scores made by the members of the winning team:—

| NAMES.           | 200 | 500 | 600 | Total. |
|------------------|-----|-----|-----|--------|
| Sergeant Penning | 29  | 36  | 27  | 86     |
| Gun. Penning     | 28  | 28  | 28  | 85     |
| " Hayton         | 28  | 26  | 29  | 83     |
| " Longstaff      | 21  | 28  | 24  | 83     |
| " Marshall       | 25  | 28  | 27  | 80     |
| Corpl. Cameron   | 29  | 28  | 22  | 79     |
| Gun. Rogers      | 27  | 22  | 24  | 73     |
| Gun. Stewart     | 25  | 23  | 22  | 70     |

Total 644

The scores of the other teams were as follows:—

|                    |             |
|--------------------|-------------|
| Left ½ No. 2 Coy.  | 590 points. |
| Right ½ No. 2 Coy. | 538 "       |
| Right ½ No. 1 Coy. | 501 "       |

## CONTRABAND LEAVES MANILA.

The *Cablenews* of April 28th says: After a stay of two months in this port, the blockade runner *Carlisle*, loaded with munitions of war, has at last sailed away.

The mutiny of nine members of her crew, which necessitated the calling of the police boat *Buchey O'Neil* yesterday, has been subdued and the vessel left at noon yesterday, ostensibly for Port Said.

The customs authorities whose good judgment and tact in dealing with the delicate situation arising from her presence in this port, had been taxed to the limit, will have a sigh of relief and "Carlisle stories" are eliminated from the daily repertoire of the waterfront reporter.

The *Carlisle* arrived at this port on February 26, in tow of *Antonio Macled*, having been picked up in a disabled condition in San Miguel Bay. An inventory of her cargo taken by the customs authorities revealed the fact that she carried aboard arms and ammunition which were destined for the Russians at Vladivostok.

The vessel was taken in charge by the customs authorities and the work of repairs was begun at once. Her sojourn in Manila Bay has been replete with sensational incidents and the alleged attempt of a Japanese fishing smack to injure her is fresh in the memory of Manilans.

Mentioning the appointment of Major M. L. Hearn, R.A.M.C. as Senior Medical Officer for North China, the *Singapore Free Press* says: "All friends of 'Micky' Hearn, here and in Penang, and are those not legion, will be pleased to hear of the important post now occupied by that popular 'medico.' His excellent work in No. 5 Hospital train in South Africa was highly thought of."



## CORRESPONDENCE.

## PUBLIC SPIRITED GENEROSITY.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 1st May.

Sir,—At the meeting of the Sanitary Board on the 18th April, a discussion arose in connection with the question of the dumping of dead bodies in the streets and harbour by the poor class Chinese in the Colony. Various reasons were assigned for this objectionable practice. With a view to ascertain the real reason and of providing a remedy, I have advertised freely in all the Chinese newspapers circulating in the Colony, the offer to provide free burials for the poor and friendless.

I beg to enclose a copy of a translation in English of the notice, which may not be without interest to you.—Yours faithfully

HO KONG TONG.

The enclosure referred to reads:—"All Chinese householders are invited in the case of a death occurring in their house, and the deceased happening to be friendless and without effects to meet the burial expenses, to keep the body in the house and not dump it in the street. Those who are too poor to defray the burial expenses are requested to communicate with Mr. Ho Kong Tong who will be glad to make all the arrangements for the burial and to defray the necessary expenses himself."

## SHIPPING ITEMS.

## MACAO TIDES.

During the summer months the S.S. *Wing Chai*, Commander Austin, R.N.R., will vary her Macao departure hour to fall in with the tides, there being at times insufficient water to cross the bar.

## A SANATORIUM SHIP.

The Hamburg-American line announce that the *First Bismarck*, of 8,600 tons, is equipped as a floating sanatorium, and will be dispatched on health cruises. The routes of travel will be selected so that patients will have constant change of scene, and be as comfortably cared for as at a health resort. The first cruise will start from Hamburg on July 8th and will last twenty-six days, covering 3,773 nautical miles.

## THE VLADIVOSTOK BLOCKADE.

The difficulty experienced in trying to run the blockade into Vladivostok is indicated by the report just made to the Western Fuel Company of Friesen by Chief Officer Webb of the steamer *Wyfield*, which was captured by the Japanese a few weeks ago. The *Wyfield* left Puget sound and from the first was handled in a manner calculated to outwit the Japanese supposed to be in the lookout for her. Amphitrite straits were approached but the vessel was unable to enter on account of snow and hail storms, and so turned to the southward. Two days later her docks were a mass of ice, and two plates were damaged to such an extent that the vessel began to leak. Then the vessel was put into Okhotsk sea, where the sea was comparatively calm. While here it was discovered that the steamer's steam was sprung. But in the anxiety to reach Vladivostok the *Wyfield* was again put to sea, bound for Tangara straits. Lying off shore until dusk the steamer began an approach to the straits, but was soon fired upon by the Japanese cruiser *Musashi*, and soon afterward other Japanese war ships put in an appearance. A prize crew was placed on board, and the *Wyfield* was taken to Yokosuka. Five days after the vessel was condemned.—*San Francisco Chronicle*.

**JAPANESE SHAMEN & AMERICANS.**  
Mercantile marine sailors in America, like their English countrymen, are very bitter against Asiatic competitors, who keep down the wages and break up trade monopolies. The following appears in the *Hawaiian Gazette* of the 28th March:—

Captain Aas of the barkentine *Amezon*, now en route from Lahaina to Portland, may get into a peck of trouble on arrival, if the U.S. Shipping Commissioner carries out his threat to make things interesting for the skipper. It appears that while the vessel was at Lahaina the captain fired seven of his men, paying their wages. In other words, Captain Aas is said to have violated the United States shipping laws.

Captain Aas wrote to Honolulu to have a new crew sent over to him. Seven union men were signed by Shipping Commissioner Watkins at \$35 per month, the prevailing rate. On arrival the men were put to work. One of the former sailors who had been retained asked for his wages, \$17.50, he having signed in Australia. The Captain refused and sent the man off his ship. The new men made up a purse for the sailor. This left the crew short-handed and the new men kicked against going to sea lacking a hand. The captain is said to have told them to wait their way to a warm place, and fired them all ashore. That night he took on nine Japanese and sailed. The seamen had not been paid, nor had they signed off the books, and no report was made to the Shipping Commissioner, and so things are likely to be warm for Captain Aas when he strikes the Sound.

## LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of Japan* arrived at Shanghai at 8.30 a.m. on Saturday, the 29th inst., and left again at 5 a.m. on Sunday for Hongkong, and is due here to-day at 9 a.m.

The P. & O. str. *Alta* left Singapore for this port on the 29th ult. at 1 p.m., with the outward English mails, and is due here on the 4th inst. about 6 a.m.

The I.G.M. str. *Bayern*, carrying the German mails with dates from Berlin of the 11th April, left Colombo on Saturday, a.m., and may be expected here on Wednesday, the 10th inst.

The I.G.M. str. *Roon*, which left here on the 26th ult., p.m., arrived at Shanghai on Sunday at 11 p.m. (detained by fog).

The I.G.M. str. *Prinz Eitel Friedrich*, which left here on Wednesday at 2 p.m., arrived at Singapore on Sunday at 2 p.m.

The P. & A. str. *Argonia* left Portland (Or.) on the 20th ult., and is due here on the 24th inst.

The O.S.S. & C.M. str. *Kintok* left Singapore on the 29th ult. at daylight, and may be expected here on the 4th inst.

The str. *Rubi* left Manila on Sunday, the 30th ult., and is due here to-day at noon.

## THE MERCANTILE BANK OF CHINA, LTD.

The twelfth annual report of the Mercantile Bank of China, Limited, the shareholders of which met on April 12th, was as follows:—

The Directors beg to submit to the shareholders of the Bank the general balance sheet and statement of profit and loss account for the year ending 31st December, 1904.

The net profits for the year, after providing for bad and doubtful debts, and including £14,551, 18s. 6d. brought forward from last account, amount to £75,227, 1s. 0d. Of this sum £14,462 10s. 0d. has already been distributed in payment of an interim dividend on the "A" and "B" shares for the half-year ending 30th June at the rate of 5 per cent. per annum, less of income tax.

The Directors have added £3,000 to the reserve fund (raising the latter to £11,000) and they have set aside £22,000 towards the formation of an officers' pension fund. They now recommend a further dividend on the "A" and "B" shares at the rate of 5 per cent. per annum, free of income tax, for the second half of the year, leaving a balance of £15,162, 1s. 0d. to be carried forward.

Mr. James Campbell, the Chief Manager, has been appointed to a seat on the Board. The following directors retire by rotation, but, being eligible, offer themselves for re-election:—Sir Alexander Wilson and R. W. Channing, Esq.

It will be necessary to appoint auditors. Messrs. Copper Brothers & Co., and Messrs. W. A. Browne & Co., the retiring auditors, offer themselves for re-election.

By order of the Board,  
JAMES CAMPBELL,  
Chief Manager.

The accounts are as follows:—

BALANCE SHEET.  
31st December, 1904.

Dr.

To capital authorized—

20,000 "A" shares of £25 each—£500,000

30,000 "B" shares of £25 each—£750,000

£1,250,000

Capital issued:—

15,000 "A" shares—£375,000

25,000 "B" shares—£625,000

£1,000,000

To reserve fund—

£11,000

To current accounts and fixed deposit accounts—

£2,238,727 8 0

To bills payable—

£65,786 5 10

Dr. to head office and branches—

£32,909 3 7

Dr. to bank and other agents—

£66 0 8

To loans payable against security per contract—

£39,264 13 1

To acceptances on account of customers, per contract—

£11,496 5 5

To sundry accounts, including retained profits and provision for bad and doubtful debts—

£29,670 16 0

To profit and loss account—

£2,338,010 5 5

Contingent liability on bills receivable discounted—

£2,382,180 13s. 4d. of which up to 27th March, 1905, £1,772,222 2s. 10d. have been paid.

The bank is also contingently liable in respect of Notes outstanding amounting to £7,261 3s. 2d., which are not expected to become payable and are not included in the above.

Forward exchange contracts outstanding for purchase and sale of bills and telegraphic transfers, £2,765,969 0s. 5d.

By cash in hand and at bankers—

£123,829 4 1

By money at call—

£10,000 0 0

By bill on—

£26,962 15 11

By Government and other stocks—

£27,142 16 0

Consols and securities guaranteed by the British Government £111,134 0 0

Indian Government paper—

£27,142 16 0

Indian Government sterling stock and guaranteed railway debentures—

£2,262 10 0

By bills receivable and advances—

£430,539 5 0

By bills discounted—

£70,738 15 0

By loans receivable and advances—

£231,833 3 7

By fixed banking premises—

£13,417 14 5

By liabilities of customers for acceptances per contract—

£11,096 5 5

By sundry accounts, including amounts due by agents—

£4,316 14 5

£1,336,010 5 5

PROFIT AND LOSS ACCOUNT.

For the year ending 31st December, 1904.

To expenses of management at head office, branches and agencies—

£459,952 17 2

To ad interim dividend for half-year ending 30th June, 1904, on 15,000 "A" shares and 25,000 "B" shares at 5 per cent. per annum—

£1,062 10 0

To amount transferred to reserve fund—

£3,000 0 0

To amount transferred to officers' pension fund—

£29,164 11 0

By balance—

£155,179 18 2

By balance from 31st December, 1903—

£37,959 8 6

Less dividends—

For half-year ending 31st December, 1903, on 15,000 "A" shares at 5 per cent. per annum—

£1,062 10 0

For the year ending 31st December, 1904, on 30,000 "B" shares at 5 per cent. per annum—

£1,518 18 6

By gross profit for the year ending 31st December, 1904, after providing for bad and doubtful debts—

£139,677 10 8

£1,336,010 5 5

## THE HEALTH OF CANTON.

A report by Dr. E. C. Davenport, covering the health of Canton for the fifteen months ended 31st March, 1905, is published by the Statistical Department of the I. M. C.

The general health of the foreign community has not been altogether good, owing to an increase in the number of cases of typhoid fever, dysentery, and diphtheria.

On the foreign Settlement of Shamien, in 15 months there have been eight births and three deaths. These deaths also occurred in Hongkong hospitals amongst patients removed from Canton to Hongkong.

Of these six deaths, two were caused by typhoid fever, and one by plague.

A few cases of plague occurred among the natives during January and February 1905, but the disease did not appear to spread widely till the following March; it then continued till July, when nothing more was heard of it. Four cases came under my notice, two Chinese and two Japanese, all of which were fatal. One French gentleman resident in Canton contracted the disease in the port and died subsequently in Hongkong.

At the end of this month (March, 1905) I had on inquiry that there is little or no plague present in this port. The Chinese say that there were comparatively few deaths last year from plague, but an accurate, or even approximate, idea of the number of deaths is impossible.

Little or no cholera was heard of in the port during the past year. This fact is worthy of note, as the death rate from this disease was very high the previous year, both among natives and foreigners.

Two serious cases of pneumonia poisoning occurred on steamers in the port; one patient was a Chinese and the other a Customs employee, who had partaken of meat pies. Both patients recovered.

Two cases of small-pox among foreigners occurred in Canton; both cases arrived in the port already infected. The first case, a Customs employee, came from Kunchuk, and was isolated in Canton. Patient had been vaccinated once in infancy; had a mild attack of the disease in variety and made an untroubled recovery.

The second patient was apparently infected in Shanghai or some other northern port. He was removed on the steamer of which he was an officer to Hongkong, where preparations were made for reception and isolation of patient, re-vaccination of all the crew, and disinfection of steamer. Patient had a severe attack of the disease, but ultimately recovered.

In all five cases of diphtheria, among foreigners came under my notice during the winter months.

In the 15 months 12 cases of enteric fever amongst foreigners have come under my notice, and all with the exception of three, occurred on Shamien. Two of these proved fatal. The first fatal case occurred on 27th February 1905, and was complicated with malaria. The second case, that of a German living on Shamien, and who also had malaria, was removed to Hongkong on 27th February, 1905, and died on the 22nd of the following month.

Of the 10 cases, all were of a mild type, except two, namely, the first being a lady who had lately arrived in the East from England, and was removed early in the disease to the Park Hospital in Hongkong; and the second patient being a Customs employee, who was also removed to the Government Civil Hospital in Hongkong, where he ultimately recovered, after a relapse.

At the time of writing a Customs probationer is suffering from typhoid fever at the Government Civil Hospital, where he was sent as soon as diagnosis was confirmed, as the quarantine for such cases and the facilities for obtaining the needed and continual attention are inadequate in this port.

There has been a very noticeable increase in the number of cases of dysentery. In all, 23 cases have been treated by me during the last 15 months, and several cases have occurred under the care of my colleagues. Most of them have been of a mild type and responded to treatment, which consisted of rest in bed, very light diet of milk and chicken, locally prepared, and early cases, and 20 grains of salicylate of bismuth, 10 grains of carbonate of soda, and 5 grains of compound powder of spearmint three times a day till all symptoms have disappeared. With these I have habitually given 2 drachms of sulphate of soda in hot water in the morning, and have in addition washed out large intestine with weak solution of boric acid.

With one exception, all the cases that have been treated after this manner have done well from the onset, but the cases that have been going on doing their work with the disease present on them for many days before submitting to treatment have proved obstinate. The worst case, or rather the most protracted one, was a young man who came under observation on the 3rd day of disease: was given 40 grains of powdered ipecacuanha, but was unable to retain it, in spite of previous dose of one grain of opium.

There have been several cases of malaria during the past year, but mostly of a mild form. One case of malignant malaria from the Customs Service was treated in Hongkong Hospital, where patient ultimately recovered. During building operations in the course of the last year several cases of malaria occurred in two houses in the immediate vicinity when foundations were being laid and earth removed.

A. M., a member of the Customs staff at Shamien, was shot by pirates on the West River. Patient was brought to Canton and, by kind permission of Dr. J. M. Swan, was admitted into the American Missionary Hospital. On examination there was a small external wound where bullet had entered below and a little to the right of nasal septum; teeth, with alveolar and palatal processes of right superior maxilla, were loose.

Roentgen rays revealed bullet lying in jaw at floor of antrum of Highmore. Under chloroform, loose teeth and fragments of jaw were easily removed and bullet extracted. Small pieces of maxillary process of bone were removed with bone forceps. A large opening remained between the mouth and antrum. This closed up chiefly, but not entirely, until a small plastic operation was performed some few months later by Dr. Noble of Hongkong, who constructed a plate with false teeth to fit the mouth. Beyond the trouble and annoyance of removing the plate daily, patient suffers but little.

During the past year several houses and godowns have been built on the Concession of Shamien, but the accommodation for the increasing population is still insufficient.

The drains on Shamien are, I regret to say, in a very defective and insanitary condition. The "outhouses" of several "lots" have been found to be very unhealthy and to have a very deficient accommodation for Chinese servants. Repairs and improvements systems are now in course of construction.

For many years past the drainage of Shamien has been carried out by the deep system of drains, which are composed chiefly of glazed tiles and bricks, with little or no cement, and without any bed of concrete. The central drains are in many cases at the present time lying at a lower level than the exits of the

main at the Bund, this sinking being due to the fall of the central portion of the Settlement, which is owing greatly to the previous condition of the existing drains and continuous carriage of sand etc., as the drains empty at each fall of the tide. Many drains have been found to be almost entirely occluded by roots of trees, of which there are many on Shamien, and also debris of all kinds. Sewage, etc., now percolates through the permeable drains into the bed of sand, and ultimately pollutes the only water supply, namely, the wells. Furthermore, at high tides, water is forced back through the sewers and causes emanation of sewer gas in and near various compounds, and is a source of danger to residents in the immediate neighbourhood.

The increased number of cases of typhoid fever, dysentery, diphtheria, and septic throat, that have occurred of late is probably caused chiefly by the defective and insanitary drainage system. For this reason, and having in view further increase in population, a more sanitary system of drainage is urgently called for. With a low-lying and subsiding Settlement, surrounded by a tidal river, such as Shamien is, the most suitable method of drainage seems to be an entirely surface system. The advantages anticipated by this method over the existing deep system are:—

1. The ability to close all the existing exits at the sea wall, with additional pointing by cement of the whole of the Bund wall around Shamien, will minimise the washing away of sand, etc., and consequent subsidence of the Settlement, and sinking of the initial and middle portions of the drains.

2. Should any cracking and sinking of the drains occur, defects are readily seen and more easily remedied.

3. There should be no regurgitation at high tide, and no escape of poisonous gases anywhere near respective compounds.

4. There would be no obstruction by roots of trees.

5. Any garbage that may find access, either accidentally or willfully, can be readily removed.

6. With unbroken drains, composed of concrete, further pollution of wells will be impossible.

7. More healthy, owing to influence of sun and air upon contents of drain.

8. No harbour offered to rats or cockroaches.

9. Expense of outlay less.

10. Whereas annual expense of maintenance may be greater, owing to costly hire by Municipal Council for sweeping, etc., expense will be more uniform than that incurred by any other system.

11. Efficiency experienced by this system in similar conditions in other towns.

The system as recommended should be used for surface and surface water only, and no sewage of any description. Various landowners would be required to connect their respective drains with municipal drains alongside their compound, and in most cases only at small cost.

All sewage should be conveyed daily as at present time, by buckets, and is a source of revenue to the Municipal Council. The only danger or objection to carrying out this system is the possibility of causing epidemic of fever, etc., but such an event, I trust, will not occur.

## CHINA'S "SECOND SPRING."

Two French officers who have spent 15 months travelling in China without their identity ever being suspected have presented to the Governor-General of Indo-China a report, which is stated to contain amazing details of the extent to which military reorganisation has already proceeded in China during the past six years. Three strong Army Corps have already been constituted on the Japanese model for Pehili and the Manchou border, and 18 other corps, each of two divisions, with 24 battalions, two horse, three artillery, and two engineer regiments. Besides two great military academies in China, 700 of the young men of the best Chinese families are kept in the schools of Japan.—*Globe*.

## DEATH OF DR. EDKINS.

Widespread regret will be felt at the news of the death of the Rev. Dr. J. Edkins, which took place on April 23rd at Shanghai. He was taken ill about April 16th with pneumonia. By his death China loses one of its best known missionaries and sinologists. The N. C. Daily News comments:—

Dr. Edkins was born nearly 82 years ago near Trenton, in Gloucestershire. He took his degree at the London University in 1848, and arrived in Shanghai in connection with the London Missionary Society in 1848. He was welcomed to China by Dr. Medhurst (the father of Sir Walter Medhurst) who was the first Protestant Missionary in Central China.

In 1861 Dr. Edkins pushed north from Shanghai after the cessation of hostilities in connection with the Taping rebellion, and first at Chefoo for a short time, then at Tientsin, and finally at Peking, he laboured energetically and successfully, earning the respect and love of his colleagues as well as of others who were privileged to know him.

About the year 1880 he accepted an important position in the Government department of the Chinese Imperial Customs. He, however, kept up his connection with the London Missionary Society, and the last two or three years last charge of the service over Sunday afternoon in the London Missionary Chapel in Shanghai.

Dr. Edkins has left behind him a reputation for profound scholarship and persevering industry, of which the many able works from his pen bear eloquent testimony. He was recognised in every land as an authority of the very highest rank on all subjects pertaining to Chinese history, philosophy, philology, and culture. Up to the very last his untimpered powers were devoted to his favorite studies, and this he was able to do by reason of the excellent health he enjoyed. Although over 80 years of age he was hale and vigorous, and gave one the appearance of being nearer three than four score years of age. Of his kind and affectionate nature, it is scarcely necessary to speak; all who knew him loved him. Now that he has left us he will be long missed and mourned, when his familiar face is no longer seen at the religious, philanthropic, and educational meetings that he so loved to take part in, and where those who attended were instructed and helped by his wise words and kindly presence.

## LAND SALES.

At the offices of the Public Works Department yesterday afternoon I. L. 1740 situated at Causeway Bay, was sold to Robert Corney, contractor, for, \$5,020, being \$20 above the upset price.

Messrs. Hughes and Hough yesterday auctioned the R. P. of I. L. 1216 situated at Park View, Lytleton Road. There were several bidders. The land was sold to Mr. Lan Chu Pak for \$7,530 for the equity of redemption, subject to a mortgage of \$27,500.

## KODAK

## FILMS

## &amp; ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

## LONG HING &amp; CO.

PHOTO GOODS STORE.

17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AH CHEN)

Hongkong, 27th December, 1904.

## THE OUTRAGE NEAR HANGCHOW.

The American Vice-Consul General at Shanghai contributed the following to our contemporary, with reference to the murderous attack on one of "Elijah" Dow's missionaries.

Chihwuli is a very small village about fifty miles north-west of Hangchow in the mountains. In this village Mr. Kennedy had rented a lecture hall and living rooms in a large private dwelling, where he lived and taught the doctrines of his faith. He had been in the village four weeks and had gathered about him



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, only, and special business matters to the Editor.

Orders for extra copies of Daily Press should be sent to before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telephone Address: Press, Codes: A.B.C., 5th Ed. Telephone No. 12.

## NEW ADVERTISEMENTS

REGULAR MEETING of Members will be held in the CLUB ROOM, No. 1, Queen's Road East. Business: Election of Officers.

Hongkong, 2nd May, 1905. [1603]

FOR MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID.

THE China Mutual Steamship

"TEENKAI"

Captain Harris, will be despatched: a above on SUNDAY, the 7th inst., at 5 p.m.

For Freight, apply to NIPPON YUSEN KAISHA.

Hongkong, 2nd May, 1905. [1117]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. Wednesday, the 4th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATTHEWS & CO., General Managers.

Hongkong, 1st May, 1905. [13]

S.S. "ERNEST SIMONS," COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Frederic Morel," in connection with above steamer are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuable, are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before TO-DAY, the 1st inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 8th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th May, or they will not be recognized.

All damaged packages will be examined on Monday, the 8th May, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 1st May, 1905. [2]

NOTICE TO CONSIGNEES.

T.H. P. & O. S. N. Co.'s Steamer

"PEKIN."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Marked by Mark, and delivered as landed.

Goods not cleared by the 8th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, 1st May, 1905. [1]

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains:

Epitome of the Week's News.

Leading Articles:

Cotton Mills in China and Hongkong.

Common Seamen and War Risks.

A Real Yellow Peril.

An Untrustworthy Service.

Corrected Impressions.

Matter for Reflection.

Army and Press at Hongkong.

Therapeutics in China.

Supreme Court.

Marine Magistrate's Court.

Company:

Geo. Fenwick & Co., Ltd.

The Shanghai Mutual Telephone Co., Ltd.

Hall and Hotel.

Hongkong Neutrality.

Stranding of the s.s. "Kongnam."

Hongkong Produce and the Imperial Institute.

Misguided Women.

A Question of Port Law.

General Hutton Presents Sports Trophies.

Peking University.

Withdrawal of Russian Fishery Rights in Korea.

Report on Public Works.

The Hospital.

Hongkong's New Public Buildings.

The Garrison.

Trade in War Time.

The "Tin Hau" Festival at Hongkong.

Hongkong's Water Supply.

Chinese Estimates.

Miscellaneous.

Commercial.

Shipping.

Subscription, \$12 per Annum, payable in advance, postage \$2.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 2nd May, 1905.

## NEW ADVERTISEMENTS

THE Undersigned notices that he has severed his connection with the HONGKONG AND SHANGHAI BANKING CORPORATION, and has started in business at Hongkong as a GENERAL BROKER.

A. S. GOMES, (Junior).

Hongkong, 2nd May, 1905. [1113]

TO LET.

WITH IMMEDIATE POSSESSION the "FOREST LODGE" Casino Road.

Apply to—

H. N. MODY.

Hongkong, 2nd May 1905. [1114]

PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL RECEIVER, to sell by Public Auction—

TO-DAY (TUESDAY),

the 2nd May, 1905, at Noon, at Nos. 3, 5, 7 and 9, Kowloon Street, Yau-mai,

THE GOODS AND CHATELS of the

Chang Wa Engineering Co.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 2nd May, 1905. [1115]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Chartered Steamship

"EMMA LUY KEN,"

Cap'n's Marton, will be despatched for the above port TO-MORROW, the 3rd inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS LAMPAIK & CO., General Managers.

Hongkong, 2nd May, 1905. [1116]

INTIMATIONS

WANTED.

YOUNG Gentleman desires situation as GENERAL OFFICE ASSISTANT.

Has a thorough knowledge of Bookkeeping, Typewriting, and can also speak the Chinese Colloquial fluently. Excellent references.

Apply to—

C. P.

Care of Daily Press Office.

Hongkong, 29th April, 1905. [1102]

SITUATION WANTED.

ENGLISHMAN (21), arriving from Hong in a few days, requires situation. Several years' London experience. Thorough knowledge of Book-keeping, Commercial Correspondence and Office Work generally. Excellent references.

Care of Daily Press Office.

Hongkong, 29th April, 1905. [1092]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE (Night Firing) will be carried out on THURSDAY, the 4th May, at Pak-sha-wan towards entrance to Junk Bay, at ranges of 600 to 4,000 yards, commencing at 7 p.m., and finishing at 8 p.m., if the range is clear.

If the weather is unfavourable on the above date, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

L. BARNES LAWRENCE, Captain, R.N., Harbour Master, &c.

Harbour Department, Hongkong, 29th April, 1905. [1094]

WHY SHOULD BUSY MEN USE THE "ROYAL BAR-LOCK"?

IT is not because it makes writing easy—though that would be sufficient reason.

It is not because it writes in a sight—though that is important.

It is not because it is the most durable—though that is a strong point.

It is not because it is unapproached for Carbon and S' oil manifolding—though that describes its utility.

It is not because its daily output is 25 per cent. in excess of any other typewriter—though that is perfectly true.

It is not for any one or two of the foregoing reasons—

BUT BECAUSE IT HAS ALL THESE ADVANTAGES COMBINED.

J. C. DOS REMEDIOS & CO., Agents.

Hongkong, 10th April, 1905. [942]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction—

TO-DAY (TUESDAY),

the 2nd MAY, 1905, at 11 a.m., at his SALES ROOMS, Duddell Street,

A QUANTITY OF HOUSEHOLD FURNITURE,

TERMS:—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 29th April, 1905. [1095]

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to sell by Public Auction,

TO-DAY (TUESDAY),

the 2nd day of MAY, 1905, at 3 p.m., at his SALES ROOMS, the following

VALUABLE LEASEHOLD PROPERTY Situate at Yau-mai in the Dependency of Kowloon and the Colony of Hongkong.

All that Piece or Parcel of Ground situate at Yau-mai and registered in the Land Office as Section D of Kowloon INLAND LOT No. 107. Terms 75 years. Annual Crown Rent \$182 together with the Message thereon known as No. 32, Temple Street.

For further particulars and conditions of sale, apply to

F. X. D'ALMADA & CASTRO, Solicitor for the Mortgagees,

or to

GEO. P. LAMBERT, Auctioneer.

Hongkong, 27th April, 1905. [1084]

NOTICE.

MAP OF THE SIKLAW or WEST RIVER

From HONGKONG to WUWOW, Showing the Ports and Colling Places Opened to Foreign Trade, 1897.

Published at Daily Press Office.

Price 25 Cents, Cash.

Hongkong, 1st April, 1897

## TO LET

TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsim Sha Tei, Kowloon. Each with Five Spacious Well-ventilated Living Rooms, Two Bathrooms, Kitchen, Garden, Tennis Courts, Servants' Quarters, Water, Gas, Electric Lights and Bella. Moderate Rental. Possession on or about 1st April, 1905.

Apply to—

ARRATON V. APCAR & CO., 45, Wyndham Street.

Hongkong, 10th January, 1905. [202]

FOR SALE OR TO LET.

MARTINHOE—A FIVE ROOM BUNGALOW on Barker Road, the Peak, commanding a splendid View of the Harbour, and only a short distance from the Plantation Road Station.

Apply to—

J. S. VAN BUREN, 20, Des Voeux Road.

Hongkong, 13th April, 1905. [380]

TO LET.

A LARGE and SPACIOUS ROOM or OFFICE on the First Floor of No. 34, Queen's Road Central (Opposite the Post Office).

Possession from the 1st of May, 1905.

Please apply to—

WONG CHU SANG, Care of Yee Sang Fat.

Hongkong, 26th April, 1905. [1072]

TO LET.

NO. 1, STEWART TERRACE, the Peak.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 28th March, 1904. [8]

TO LET.

NEW "KINGSCLERE" with Stables, entrance in both Kennedy and MacDonnell Roads.

For full particulars, apply to—

LINSTEAD & DAVIS, Alexandra Buildings, 3rd Floor.

Hongkong, 17th February, 1905. [478]

TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House); also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.

SEVEN EUROPEAN HOUSES, late P. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.

Apply to—

CHUNG SHUN KOO, 12 & 14, Queen's Road Central.

Hongkong, 24th December, 1904. [32]

TO LET.

NOS. 74, CAINE ROAD.

GODOWNS Nos. 34A, 34B, 34C, Praya East.

Apply to—

COMPTON'S DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 1st March, 1905. [84]

TO LET.

DUNHEVED 33, Robinson Road.

Apply to—

HO U. MING, 81, Queen's Road Central.

Hongkong, 11th April, 1905. [853]

TO LET.

EYRIE, Unfurnished. Newly repaired, Painted and Colourwashed.

4, BELLIOS TERRACE, 1st Row.

No. 21, " " 3rd Row.

No. 18, " " 3rd Row.

No. 20, BEACONSFIELD ARCADE, Top Floor.

BISHOP'S LODGE SOUTH (Furnished) from 21st June for 2 or 3 months.

"WESTWARD HO" Bonham Road, Ground Floor.

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## SCIENTIFIC MISCELLANY.

**DOES COLOUR AFFECT HEALTH?—NERVOUS TROUBLE IN CITY CHILDREN—SUCCESS IN TELEGRAPHIC WRITING—NEW FORM OF GARDEN—SIMPLIFIED PHOTOGRAPHY—THE EARTH IN THE SUN'S CORONA—DEATH'S PAINLESSNESS—WATER AS AN ANAESTHETIC.**

In long experimenting with grass solutions, an English biologist has noticed that putrefaction does not occur in strong red or blue light, is only stimulated in clear yellow, but really takes place in dirty yellow light or in darkness. He has also seen that workers behind dirty yellow screens are subject to skin eruptions. This has suggested to him the novel idea of colour treatment of disease, a dirty yellow of the skin being assumed to indicate a degeneration of the yellow cells of the body—the bile, etc.—and to require a yellow restorative, like dandelion, lemon or sulphur, while lack of healthful redness shows the need of a red tonic and message with a red stone. Blue is needed for "black blood," congestion, etc., and to destroy mould fungi.

Child nerves are demanding relief from strenuous city life. Dr. C. C. Krauskopf's investigations have shown that one in every three of the school children of New York City is a victim of some form of nervous disorder, the manifestations being uncontrollable nervous twitches, or sluggishness and mental depression, with tendencies toward melancholia. The causes assigned are various. They include the "incessant activity, impure atmosphere, life in flats, continual noise day and night, lack of proper nutrition, late hours, and nearness to ear lines."

The new type of telegraph of Isaac and Mombrot, French engineers, includes a disk transmitter, on which the writing is done with an ordinary pencil, and an apparatus at the other end reproducing the writing on a roll of paper. Designs, music and signatures, as well as messages, are prepared in Paris and are accurately reproduced in Rouen, the results being much superior to those attained from time to time during many years of experiment.

Carbon is already known in the forms of diamond, graphite, and lampblack or charcoal. The new variety of Constant and Horri Polabon, French chemists, is a woolly substance with minute gray and black threads, and is produced in the intensely hot portion of an open furnace during the formation of coke from material very rich in tar. The filaments are usually from .002 to .003 of an inch in length and .0001 to .002 in thickness, the black being the finest. The gray threads seem to be cylindrical and formed of a series of superimposed cones covered with a glaze; while the black are drif, with a rough surface sometimes appearing like a succession of very thin rings. The carbon wool does not begin to burn, even in a current of oxygen, below a temperature of about 535 deg. C.

The so-called auto-pasted photographic paper of a London company is prepared by coating with a permanent pigment and then rendering sensitive by immersing in a five per cent solution of bichromate of potash. The prepared paper is exposed under a negative in the usual way. An advantage is the great simplicity of development, which consists in immersion in cold water, followed by dipping for two or three minutes in water at 120 deg. F., and then gently using a camel-hair brush to "lighten as desired."

The ghostly ring that appears to surround the earth, becoming visible at certain seasons as a cone of light in the west after sunset or in the east before sunrise, is thought by A. Hasky, a French astronomer, to be an electrical phenomenon connected with the corona seen about the sun during eclipses. Observed from Mont Blanc on the 21st and 22nd of last September, this so-called light had the form of a spherical triangle with its apex near the ecliptic, and resembling a comet's tail, it is a prolongation of a coronal streamer.

A glass snake reported by an English naturalist as a small frog on June 11th, 1904. After it is refused all food, but appeared in good health and often very lively until about a week before its death on February 1st.

The fear of death, we are assured, is vanishing. Those who have witnessed the "death agony" in many of the varied forms tell us that it is not so terrible after all, and even that it is not at all painful. C. W. Selsby, an English doctor, points out that in a but very exceptional cases, such as accident, the immediate cause of death is the poisoning of the nervous centres by carbonic acid. This gas accumulates in the blood through failure of arrangements for its removal, and it has its usual anaesthetic effect. Normal death is a painless occurrence, usually preceded by gradual loss of consciousness. The accumulation of "gas" often induces muscular contractions or "spasms" which are preceded by loss of consciousness, but which may have suggested that the patient was in "agony." The pain is not merely trifling, it is non-existent. There are exceptions as in the agonizing death by strychnine poisoning, in which the mind is close to the last; but even in accidents, as from bullet or bomb, numerous experiments and observations on thousands of cases have conclusively proven that consciousness must have been lost before pain could have been felt.

The use of local anaesthesia from the injection of sterile water was begun by Dr. S. G. Grant, an American physician, in 1901, and has proven so satisfactory in several hundred operations, especially about the lower extremities, that other anaesthetics have been practically discarded except in the most serious cases. No "favourable" danger from heat, lig and kidney complications is avoided, with the staining and vomit after general anaesthesia, and the

pain and bleeding following are less than with medicinal local anaesthetics.

That music tends to stop bleeding from wounds is the singular observation of an army surgeon. On bringing a patient under music he noticed that hemorrhage was greatly reduced or stopped, and was eventually led to conclude that the vibrations induce faintness, thus lessening heart action and consequently reducing blood overflow.

## BARON SUYEMATSU ON THE SITUATION.

One of the most interesting contributions to the question of the day is an interview of the London correspondent of the *Malta* with Baron Suyematsu. The Baron begins by putting the following pertinent question: "What would have been the fate of Japan had she been in the position in which Russia finds herself? What would have been the death of Russia? Japan would have been crushed out of existence, says this statesman, who recalls that at the outbreak of the war the conditions that were to be imposed upon Japan were openly declared in St. Petersburg—namely, a considerable indemnity which would keep Japan down for at least half a century, and the annexation by Russia of the two islands of Hokkaido and Karafuto, the latter being the birthplace of Okuma, Tokura, Kuroki, Okuma, Kimmura, Yamamoto, Nodda, and of Baron Suyematsu himself.

In reply to those persons who see no reason why Japan should not magnanimously invite Russia to begin negotiations Baron Suyematsu says that any such initiative would inevitably be construed by Russia as an act of weakness. If Japan held in Russia's estimation the position enjoyed by Germany, France, or England she could have taken this step long ago. But, considering the fact that neither Russia nor Europe has ever treated Japan as the equal of her enemy, the preliminary steps for the opening of negotiations cannot come from her. Furthermore, the present military prospect is really so favourable that she does not desire it as keenly as does the rest of the world, Japan has a right, says Baron Suyematsu, to exact certain conditions, including an indemnity. And within six months or a year, when Kharbin, Vladivostok, and Soharin, or in Japanese lands, the conditions can only become more onerous. At present the Japanese conditions do not include the cession of Russian territory properly so called. No ransom is asked of Russia, but merely indemnification for a part of the losses which this war, imposed upon Japan by Russia, has caused her. Japan repudiates any intention to humiliate Russia, and, in fact, hopes after the present war to shake hands with her as a friend and ally, and to live with her on terms of friendship. All Japan asks is justice, and she will not even ask all she is entitled to demand.

Baron Suyematsu, in reference to the Russian still held by some Russians that by Fabian tactics Japan can slowly be worn out, recalls the fact that Japan can make a soldier in two months, and that the raising of it need be of 500,000 more men or even 1,000,000 proud to fight for the Emperor is a comparatively easy matter. As for the question of money, there is not a country in the world, says Baron Suyematsu, where a war so little disorganizes the economic situation as in Japan, because nowhere else is there so much female labour. Japan has today money enough to go on with the war until March of next year, and then the Japanese people will make whatever sacrifice is necessary in order to establish a last-gasp peace in the Far East. If the Russians believe beyond Kharbin to concentrate their reform army, Japan will keep her army on a war footing in Manchuria. It will cost very little more there than in Japan, "because" Japan will take Vladivostok and the whole Siberian seaboard, and she will then have a right to impose quite other conditions than those which she would accept to-day.

## GARRISON ORDERS.

HEAD QUARTERS, HONGKONG, 1st May, 1905.  
Paro—No. 2. The horse of Major H. de T. Phipps Royal Garrison Artillery is placed at the disposal of the public service from 26th ultimo and driver the time that officer is at on Inspection Duty at Singapore.  
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France—Tientsin, 1858; Convention, 1860; Tientsin, 1858; Convention, 1880, 1887, and 1895 Frontier Trade Regulations; Additional States—Tientsin, 1858; Additional, 1869; Peking, 1880; Immigration, 1894 Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1890; Kiaochow Convention, 1898; Railway and Mining Concession, 1898.

Japan—Shimonoseki, 1855; Liaoting Convention, 1895; Commercial, 1896; New Port, 1899; Supplementary Commercial, 1903.

Russia—St. Petersburg, 1881; Russian Land Trade, 1881; Port Arthur and Tientsin Agreement, 1888.

Portugal, 1888; Commercial Treaty, 1904.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention 1895; Russia, Agreements as to Corea; United States Extraterritorial Treaty, 1896; Great Britain (Albany), 1902.

TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1878; United States, 1882; Great Britain, 1893; Trade Regulations.

TREATIES WITH SIAM

Great Britain, 1856 and 1891; France, 1891 and 1904; Japan, 1891; Russia, 1893.

Great Britain and France, Siamese Frontier, 1899.

Great Britain and Russia, Railway Convention 1899.

CUSTOMS TARIFFS

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## SHIPPING.

**ARRIVALS.**  
**ARDOVA**, British str., 2,270, W. L. Smith, 30th April, Kutchinotzu 24th April, Coals—Mitsui Bussan Kaisha.  
**ARMAND BEHIC**, French str., 3,561, G. Goussard, 1st May, Yokohama 22nd April, General Messageries Maritimes.  
**B. A. BRYAN**, Norwegian str., 541, A. Andersen, 1st May, Saigon 24th April, General Messageries Maritimes.  
**FLORIAN**, Danish str., 3,399, R. Knoble, 30th April, 30th April, Coal—Gibbs, Livingston & Co.  
**ERNEST SIMONS**, French str., 2,891, N. R. Bourdon, 1st May, Marseilles 2nd April, Mail and General Messageries Maritimes.  
**FEI**, Norwegian str., 500, N. Andersen, 1st May, Hongkong 28th April and Hishow 30th April, General Messageries Maritimes.  
**HILKENT**, German str., 771, J. Thoren, 30th April, 1st May, 28th April, Sugar and General—Jensen & Co.  
**KALGAN**, British str., 1,143, Speed, 1st May, Swatow 30th April, General—Butterfield & Swire.  
**KANGRA**, British str., 1,984, Henderson, 1st May, Kolschlag 25th April, General—Jardine, Matheson & Co.  
**LEA**, Swedish str., 1,577, Hornadahl, 3rd April, Kolo 25th April, General—Chinco.  
**LEONARD**, British str., 1,982, U. S. Weirall, 1st May, 28th April, General—Jardine, Matheson & Co.  
**PERKIN**, British str., 2,629, W. W. W. Cooke, R.N.R., 1st May, Bombay 14th April, Cotton and General—P. & O. S. N. Co.  
**PRINZ WALDEMAR**, German str., 3,227, C. Wollemas, 1st May, Kolo 25th April, General—Melchers & Co.  
**PROGRESS**, German str., 685, F. Bremer, 1st May, Swatow 30th April, Ballast—Stensen & Co.  
**QUANG NAM**, French str., 1,609, Bonisson, 25th April, Saigon 23rd April, General—Butterfield & Swire.  
**SPERBER**, German str., 1,100, Ole, 30th April, 1st May, 24th April, General—Jardine, Matheson & Co.  
**SUIKANG**, British str., 1,776, F. T. Wheeler, 1st May, Calcutta 24th April and Singapore 15th April, General—Jardine, Matheson & Co.  
**TEAYANCORE**, British ship, 2,290, Hargreaves, 30th April, Cardiff 5th Sept., General—Government.  
**VOLTE**, British str., 2,559, E. H. Day, 1st May, Palembang 24th April, Petroleum—Arnold, Kuhnig & Co.  
**DEPARTURES.**  
**S. P. HITCHCOCK**, American ship, for Manila, 1st May.  
**ANDROMEDA**, British str., for Misa Bay, 1st May.  
**CHOWYAT**, German str., for Swatow, 1st May.  
**KANGRA**, British str., for Kure, 1st May.  
**NORMAN LILES**, Norwegian str., for Java, 1st May.  
**STETTIN**, British str., for Shanghai, 1st May.  
**TIAMAT**, Dutch str., for Shanghai, 1st May.  
**TYDEUS**, British str., for London, 1st May.  
**SHIPPING REPORTS.**  
The British str. *Perkin* reports: Light winds and fair weather.  
The British str. *Kalga* reports: British fleet (6 vessels) seen off Misa Bay.  
The British str. *Volte* reports: Fine weather throughout with light N.E. wind.  
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**PIUMI AND TRIESTE (DIRECT)**  
**Calling at SINGAPORE, PENANG,**  
**COLOMBO, BOMBAY, KARACHI,**  
**ADEN, SEZ and PORT SAID.**  
The Steamer will leave this port as above.  
The Steamer has splendid accommodation and  
carries a Doctor and a Stewardess.  
Linen can be washed on board.  
**NORDDEUTSCHER LLOYD.**  
For Further Particulars, apply to  
**MELCHERS & CO.,**  
Agents.  
Hongkong, 8th April, 1905. [935]

**"TRIESTE"**  
Captain Mistrorigo, will be despatched as above  
TO-DAY, the 2nd May, P.M.  
For information as to Passage and Freight,  
apply to  
**SANDER, WIELER & CO.,**  
Agents.  
Hongkong, 1st April, 1905. [13]

**FOR NEW YORK**  
**VIA PORTS AND SUEZ CANAL.**  
**(WITH LIBERTY TO CALL AT THE MALABAR**  
**COAST.)**  
**THE Steamship**  
**"KENNEBEC"**  
will be despatched on the 20th June.  
For Freight and further information, apply to  
**STANDARD OIL COMPANY**  
**OF NEW YORK**  
Oriental Freight Departments  
4, Des Vaux Road, Central.  
Hongkong, 2nd May, 1905. [1175]

## VESSELS ADVERTISED AS LOADING

| To ascertain the anchorage of any Vessel, the Harbour has been divided into Four sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section. |                    |            |       |       |                         |                              |
|--|--------------------|------------|-------|-------|-------------------------|------------------------------|
| SECTIONS.  |                    |            |       |       |                         |                              |
| 1. From Green Island to the Harbour Master's.  |                    |            |       |       |                         |                              |
| 2. From Harbour Master's to Blake Pier.  |                    |            |       |       |                         |                              |
| 3. From Blake Pier to Naval Yard.  |                    |            |       |       |                         |                              |
| 4. From Naval Yard to East Point.  |                    |            |       |       |                         |                              |
| DESTINATION  | VESSEL'S NAME      | FLAG       | REG.  | BERTH | CAPTAIN                 | FOR FREIGHT APPLY TO         |
| LONDON, &c. VIA PORTS OF CALL  | COROMANDEL         | Brit. str. | —     | —     | G. M. Montford, R.N.R.  | P. & O. S. N. Co.            |
| LONDON & ANTWERP, VIA SINGAPORE, &c.   | PERA               | Brit. str. | —     | —     | A. L. Valentini         | P. & O. S. N. Co.            |
| LONDON & ANTWERP   | BERALDER           | Brit. str. | —     | —     | Malafos                 | GIBB, LIVINGSTON & CO.       |
| AMSTERDAM, LONDON & ANTWERP  | JASON              | Brit. str. | 1 m.  | —     | —                       | BUTTERFIELD & SWIRE          |
| AMSTERDAM, LONDON & ANTWERP  | DANIGRUS           | Brit. str. | 1 m.  | —     | —                       | BUTTERFIELD & SWIRE          |
| AMSTERDAM, LONDON & ANTWERP  | CALCHAS            | Brit. str. | 1 m.  | —     | —                       | BUTTERFIELD & SWIRE          |
| AMSTERDAM, LONDON & ANTWERP  | KINTUCK            | Brit. str. | 1 m.  | —     | —                       | BUTTERFIELD & SWIRE          |
| MARSEILLES, LONDON & ANTWERP, &c.  | TENKAI             | Brit. str. | —     | —     | Harris                  | JIPPEN YUSEN KAISHA          |
| MARSEILLES, &c. VIA PORTS OF CALL  | ARMAND BEHIC       | Front str. | —     | —     | Guionnet                | MESSAGERIES MARITIMES        |
| BREMEN, VIA PORTS OF CALL  | PREUSSEN           | Ger. str.  | —     | —     | Dahl                    | MELCHERS & CO.               |
| HAVRE, BREMEN & HAMBURG  | SLAVONIA           | Ger. str.  | k. w. | —     | Malsen                  | HAMBURG-AMERIKA LINIE        |
| HAVRE & HAMBURG  | SENEGAMBIA         | Ger. str.  | k. w. | —     | Schoenfeldt             | HAMBURG-AMERIKA LINIE        |
| HAVRE & HAMBURG  | C. F. FERD. LARSEN | Ger. str.  | k. w. | —     | Jaburg                  | HAMBURG-AMERIKA LINIE        |
| HAVRE & HAMBURG  | BRIGAVIA           | Ger. str.  | k. w. | —     | von Hoff                | HAMBURG-AMERIKA LINIE        |
| TRIESTE, &c. VIA SINGAPORE, &c.  | TRIESTE            | Aus. str.  | —     | —     | Schmidt                 | SANDER, WIELER & CO.         |
| GENOA, MARSEILLES & LIVERPOOL  | LAERTES            | Brit. str. | —     | —     | Mistrorigo              | BUTTERFIELD & SWIRE          |
| GENOA, MARSEILLES & LIVERPOOL  | DEUCALION          | Brit. str. | 1 m.  | —     | —                       | BUTTERFIELD & SWIRE          |
| NEW YORK VIA PORTS & SUEZ CANAL  | KENNEBEC           | Brit. str. | —     | —     | —                       | STANDARD OIL CO.             |
| NEW YORK VIA PORTS & SUEZ CANAL  | ATHOLL             | Brit. str. | —     | —     | —                       | SHEWAN, TOMES & CO.          |
| NEW YORK VIA PORTS & SUEZ CANAL  | SAGAMI             | Brit. str. | —     | —     | —                       | DODWELL & CO., LTD.          |
| NEW YORK VIA SUEZ  | NUBIA              | Ger. str.  | k. w. | —     | Habel                   | HAMBURG-AMERIKA LINIE        |
| VANCOUVER, VIA SHANGHAI, &c.   | EMPEROR OF JAPAN   | Brit. str. | 2 m.  | —     | —                       | CANADIAN PACIFIC R. CO.      |
| VANCOUVER, VIA SHANGHAI, &c.   | ATHENIAN           | Brit. str. | 1 m.  | —     | —                       | CANADIAN PACIFIC R. CO.      |
| VICTORIA (B.C.) & TACOMA VIA JAPAN   | LYRA               | Am. str.   | —     | —     | G. V. Williams          | DODWELL & CO., LIMITED.      |
| VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c.  | XINGCHOW           | Brit. str. | 1 m.  | —     | —                       | BUTTERFIELD & SWIRE          |
| PORTLAND, OREGON   | ARABIA             | Brit. str. | —     | —     | —                       | PORTLAND & ASTORIA S. S. CO. |
| AUSTRALIAN PORTS   | PRINZ WALDEMAR     | Ger. str.  | —     | —     | Wollemas                | MELCHERS & CO.               |
| AUSTRALIAN PORTS   | EMPIRE             | Brit. str. | —     | —     | —                       | GIBB, LIVINGSTON & CO.       |
| AUSTRALIAN PORTS   | TESSAN             | Brit. str. | 1 m.  | —     | —                       | BUTTERFIELD & SWIRE          |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ  | PALEMO             | Brit. str. | —     | —     | E. G. Andrews           | P. & O. S. N. Co.            |
| KOBÉ & YOKOHAMA  | CEMIDALE           | Brit. str. | —     | —     | J. Hamilton             | BRADLEY & CO.                |
| CHIFOO & TIENTSIN  | KANSU              | Brit. str. | 1 m.  | —     | —                       | BUTTERFIELD & SWIRE          |
| SHANGHAI VIA SWATOW  | WASHING            | Brit. str. | —     | —     | —                       | JARDINE, MATHESON & CO.      |
| SHANGHAI   | KALGAN             | Brit. str. | 1 m.  | —     | —                       | BUTTERFIELD & SWIRE          |
| SHANGHAI VIA SWATOW, AMOY & FOCHOW   | WUOHUNG            | Brit. str. | 1 m.  | —     | —                       | BUTTERFIELD & SWIRE          |
| SHANGHAI   | TRIUMPH            | Ger. str.  | —     | —     | E. A. Hansen            | OSAKA SHOSHEN KAISHA         |
| SHANGHAI   | MAITA              | Brit. str. | —     | —     | A. A. Peters            | P. & O. S. N. Co.            |
| SHANGHAI VIA SWATOW & AMOY   | PEITHOR            | Ger. str.  | —     | —     | H. A. Haraldsen         | OSAKA SHOSHEN KAISHA         |
| TAMUI VIA SWATOW & AMOY  | PROTEUS            | Ger. str.  | —     | —     | Carl Moller             | OSAKA SHOSHEN KAISHA         |
| ANPING VIA SWATOW & AMOY   | B. BJORNSEN        | Ger. str.  | —     | —     | U. Olsen                | OSAKA SHOSHEN KAISHA         |
| SWATOW   | EMMA LUY KEN       | Brit. str. | 2 h.  | —     | Martens                 | DOUGLAS LARSEN & CO.         |
| SWATOW, AMOY & FOCHOW  | HAITAN             | Brit. str. | 2 h.  | —     | Ronch                   | DOUGLAS LARSEN & CO.         |
| MANILA   | TEAN               | Brit. str. | 1 m.  | —     | —                       | BUTTERFIELD & SWIRE          |
| MANILA VIA AMOY  | LOONGSANG          | Brit. str. | —     | —     | —                       | JARDINE, MATHESON & CO.      |
| MANILA   | RUBI               | Brit. str. | —     | —     | A. Notley               | SHEWAN, TOMES & CO.          |
| MANILA VIA AMOY  | ZAPIRO             | Brit. str. | —     | —     | R. Rodger               | SHEWAN, TOMES & CO.          |
| CEBU & ILOILO  | KAIPOING           | Brit. str. | 1 m.  | —     | —                       | BUTTERFIELD & SWIRE          |
| JAVA PORTS   | TELEKAP            | Brit. str. | —     | —     | —                       | JATA-CHIVA-JAPAN LINE        |
| KUDAT & SANDAKAN   | MATANG             | Brit. str. | —     | —     | —                       | JARDINE, MATHESON & CO.      |
| SINGAPORE, PENANG & CALCUTTA   | ABRATON APCAR      | Brit. str. | —     | —     | E. Fey                  | DAVID SASSOON & CO., LD.     |
| SINGAPORE, PENANG & CALCUTTA   | SUISANG            | Brit. str. | —     | —     | JARDINE, MATHESON & CO. | CARLOWITZ & CO.              |
| BOMBAY VIA SINGAPORE & PENANG  | ISCHIA             | Ital. str. | —     | —     | Magazzini               | CARLOWITZ & CO.              |

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.)  
**FOR**  
**SHANGHAI VIA SWATOW** "WASHING" Tuesday, 2nd May, 4 P.M.  
**MANILA** "LOONGSANG" Friday, 5th May, 4 P.M.  
**SINGAPORE, PENANG & CALCUTTA** "SUI-ANG" Tuesday, 9th May, 3 P.M.  
**SHANGHAI** "HANGSANG" Wednesday, 10th May, 4 P.M.  
**KUDAT & SANDAKAN** "MAUSANG" Thursday, 11th May, 4 P.M.  
\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS.  
Hongkong, 29th April, 1905. [18]

## REGULAR STEAMSHIP SERVICES

## BETWEEN

## HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG—

## SUBJECT TO ALTERATION.

| FOR                 | STEAMERS        | LEAVING           |
|---------------------|-----------------|-------------------|
| ANPING VIA SWATOW   | "B. BJORNSEN"   | WEDNESDAY, 3rd    |
| AND AMOY            | C. OLSEN        | May, at 8 A.M.    |
| SHANGHAI VIA SWATOW | "TRIUMPH"       | THURSDAY, 4th     |
| AND AMOY            | A. HANSEN       | May, at 8 A.M.    |
| TAMUI VIA SWATOW    | "FRITHJOF"      | SUNDAY, 7th May,  |
| AND AMOY            | H. A. HARALDSEN | at 8 A.M.         |
| TAMUI VIA SWATOW    | "PROTEUS"       | SUNDAY, 14th May, |
| AND AMOY            | CARL MOLLER     | at 8 A.M.         |

For Freight, Passage, and further information, apply to Bradley & Co.,

## OSAKA SHOSHEN KAISHA.

Hongkong, 28th April, 1905. [14]

**HONGKONG-MANILA.**  
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.  
**CHINA AND MANILA**  
**STEAMSHIP COMPANY, LIMITED.**

| STEAMSHIP | TONS. | CAPTAIN. | FOR | SAILING DATE. |
|-----------|-------|----------|-----|---------------|
|-----------|-------|----------|-----|---------------|

|        |      |           |                  |                       |
|--------|------|-----------|------------------|-----------------------|
| RUBI   | 2540 | A. Notley | Manila via Amoy. | Sat., 6th May, Noon.  |
| ZAPIRO | 2540 | R. Rodger | Manila.          | Sat., 13th May, Noon. |

For Freight or Passage apply to

**SHEWAN, TOMES & CO.,**  
GENERAL MANAGERS.  
Hongkong, 2nd May, 1905. [115]

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

## (WITH LIBERTY TO CALL AT THE MALABAR COAST.)

|                |     |     |     |                  |
|----------------|-----|-----|-----|------------------|
| S.S. "ATHOLL"  | ... | ... | ... | About 15th May.  |
| S.S. "NORDBOL" | ... | ... | ... | About 15th June. |

For freight and further information apply to

**SHEWAN TOMES & CO.,**  
GENERAL AGENTS.  
Hongkong, 11th April, 1905. [1004]

## VESSELS ON THE BERTH

## FOR KOBE AND YOKOHAMA.

**THE British Steamship**  
**"ORMIDALE,"**  
3,560 Tons Gross, Captain J. Hamilton, will be despatched for the above ports on TO-MORROW, the 3rd May, at DAYLIGHT.  
For Freight, apply to  
**BRADLEY & CO.,**  
Agents.  
Hongkong, 2nd April, 1905. [1075]

## FOR SINGAPORE, PENANG AND CALCUTTA.

**THE Steamship**  
**"ARRATOON APCAR,"**  
Captain E. Fey, will be despatched for the above ports TO-MORROW, the 3rd inst., at 3 P.M., instead of as previously advertised.  
For Freight or Passage, apply to  
**DAVID SASSOON & CO., LD.,**  
Agents.  
Hongkong, 2nd May, 1905. [1104]

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

**STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.**  
Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, GENOA and GERA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN PORTS up to CALAIO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)  
**THE Steamship**  
**"ISCHIA,"**  
Captain Magazzini, will be despatched as above on SATURDAY, the 13th inst., at NOON.  
At Bombay the Steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to  
**CARLOWITZ & CO.,**  
Agents.  
Hongkong, 1st May, 1905. [14]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.**  
**PLYMOUTH AND LONDON**  
**THROUGH BILLS OF LADING ISSUED FOR**  
**BARATIA, PERSIAN GULF, CONTINENTAL**  
**AMERICAN AND SOUTH AFRICAN PORTS.**  
**THE Steamship**  
**"COROMANDEL,"**  
Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 6th May, at NOON, taking passengers and cargo for the above ports in connection with the Company's "Victoria," 6,592 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.  
Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on the 15th inst., at 10.35.  
Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to  
**L. S. LEWIS,**  
Acting Superintendent.  
Hongkong, 24th April, 1905. [13]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

**FOR SYDNEY AND MELBOURNE.**  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
**THE Steamship**  
**"EMPIRE,"**  
Captain Helms, will be despatched for the above ports on SATURDAY, the 6th May, at NOON.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A duly qualified Surgeon and Stewardess are carried.  
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 12th April, 1905. [973]

## HONGKONG-MACAO LINE.

**S.S. "WING CHAI,"**  
Captain T. Austin, R.N.R.  
This Steamer departs from Hongkong, on Week Days, at 7.30 A.M., and on Sundays, at 8.30 A.M.; Departs from Macao on Week Days about 2.30 P.M. and on Sundays at 8.30 P.M.  
**FARES—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.**  
Every Sunday will be on Excursion, at the following rates:  
1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents. Steerage 10 cents.  
Meals can be had on board.  
Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.  
On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.  
First Class Passengers who do not care to return on the Excursion (Sunday), will be allowed to do so the following day (Monday), on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given to Captain, and the Half-ticket will be available for the following day.  
The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.  
**WING ON & CO.,**  
2nd Floor, 16, Victoria Street.  
Hongkong, 7th October, 1904.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA B.C. AND TACOMA

## VIA

## MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain.       | Sailing Date.     |
|----------|-------|----------------|-------------------|
| LYRA     | 4,417 | G. V. Williams | Thursday, May 4th |
| HYADES   | 3,753 | Wright         | Tuesday, May 23rd |

† Cargo only.

**CHEAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.**  
The twin-screw s.s. "SLAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

**QUEEN'S BUILDINGS,**  
**Hongkong, 19th April, 1905.**  
**DODWELL & CO., LIMITED,**  
**GENERAL AGENTS.**  
[7]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS. |
|-----|----------|---------|----------|
|-----|----------|---------|----------|

|             |                        |           |                            |
|-------------|------------------------|-----------|----------------------------|
| SHANGHAI    | MALTA                  | About 5th | Freight and Passage.       |
|             | R. A. Peters           | May       |                            |
| LONDON, &c. | COROMANDEL             | Neon, 6th | See Special Advertisement. |
|             | G. M. Montford, R.N.R. | May       |                            |

|   |                 |            |               |
|---|-----------------|------------|---------------|
| LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES | PERA            | About 10th | Freight only. |
|   | A. L. Valentini | May        |               |

|                                      |        |            |                 |
|--------------------------------------|--------|------------|-----------------|
| YOKOHAMA VIA SHANGHAI, MOJI AND KOBÉ | PALEMO | About 13th | Freight only.</ |
|--------------------------------------|--------|------------|-----------------|



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,  
AND SUMATRA PORTS.

| FROM                  | STEAMERS    | TO SAIL      |
|-----------------------|-------------|--------------|
| GLASGOW and LIVERPOOL | "DEUCALION" | On 6th May.  |
| GLASGOW and LIVERPOOL | "KINTUCK"   | On 6th May.  |
| GLASGOW and LIVERPOOL | "MENLAUS"   | On 16th May. |
| GLASGOW and LIVERPOOL | "NINGCHOW"  | On 18th May. |
| GLASGOW and LIVERPOOL | "HECTOR"    | On 22nd May. |
| GLASGOW and LIVERPOOL | "HYSON"     | On 30th May. |
| GLASGOW and LIVERPOOL | "PRIAM"     | On 31st May. |

## HOMEWARDS.

| FOR                                | STEAMERS    | TO SAIL       |
|------------------------------------|-------------|---------------|
| AMSTERDAM, LONDON and<br>ANTWERP   | "JASON"     | On 9th May.   |
| GENOA, MARSEILLES and<br>LIVERPOOL | "LAERTES"   | On 20th May.  |
| AMSTERDAM, LONDON and<br>ANTWERP   | "DARDANUS"  | On 23rd May.  |
| AMSTERDAM, LONDON and<br>ANTWERP   | "CALCHAS"   | On 6th June.  |
| GENOA, MARSEILLES and<br>LIVERPOOL | "DEUCALION" | On 20th June. |
| AMSTERDAM, LONDON and<br>ANTWERP   | "KINTUCK"   | On 20th June. |

## TRANS-PACIFIC SERVICE.

| FOR   | STEAMERS   | TO SAIL      |
|---|------------|--------------|
| VICTORIA, SEATTLE, TACOMA, and<br>NAGASAKI, KOBE & YOKOHAMA | "NINGCHOW" | On 21st May. |

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 24th April, 1905.

# CHINA NAVIGATION CO. LIMITED.

| FOR                 | STEAMERS  | TO SAIL            |
|---------------------|-----------|--------------------|
| CHEFOO and TIENTSIN | "KANSHU"  | On 2nd May, 4 P.M. |
| MANILA              | "TEAN"    | On 2nd May.        |
| SHANGHAI            | "KALGAN"  | On 3rd May, 4 P.M. |
| SHANGHAI            | "WOOSUNG" | On 3rd May.        |
| CEBU and ILOILO     | "KAIFONG" | On 6th May.        |

MANILA, ZAMBOANGA, PORT  
DARWIN, THURSDAY ISLAND,  
COOKTOWN, CAIRNS, TOWNS,  
VICTORIA, SYDNEY and  
MELBOURNE.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light, Univalued Table. A duly qualified  
Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 2nd May, 1905.

# CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA,  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

|                            |            |                       |
|----------------------------|------------|-----------------------|
| R.M.S. "EMPERESS OF JAPAN" | 6,000 Tons | WEDNESDAY, 10th May.  |
| R.M.S. "ATHENIAN"          | 3,882 Tons | WEDNESDAY, 24th May.  |
| R.M.S. "EMPERESS OF CHINA" | 6,000 Tons | WEDNESDAY, 31st May.  |
| R.M.S. "EMPERESS OF INDIA" | 6,000 Tons | WEDNESDAY, 21st June. |
| R.M.S. "TARTAR"            | 4,420 Tons | WEDNESDAY, 5th July.  |

Hongkong to London, 1st Class, via St. Lawrence 230, via New York 262.  
Intermediate on Steamers, 1 "240" "252.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIP, passing through the  
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to  
VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at  
intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Nav. I.  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. W. CRADDOCK, Acting General Agent.  
9, Pall Mall Street.

## SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.  
The following chartered steamers will run at intervals of about 3 weeks—

|                       |                           |
|-----------------------|---------------------------|
| S.S. "LOTHIAN"        | Captain J. C. Williamson. |
| S.S. "INDRAVELLI"     | Captain S. Callington.    |
| S.S. "COURTNEY"       | Captain J. W. Martin.     |
| S.S. "CRANLEY"        | Captain W. E. Steele.     |
| S.S. "IKBAL"          | Captain M. Robertson.     |
| S.S. "ASCOT"          | Captain C. E. Cox.        |
| S.S. "SIKH"           | Captain J. Rowley.        |
| S.S. "INKULA"         | Captain Dean.             |
| S.S. "KATHERINE PARK" | Captain Copp.             |

For Freight, apply to  
**GIBB, LIVINGSTON & CO.,**  
AGENTS.

Hongkong, 10th February, 1905.

## PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND  
SEA OF JAPAN, MOI, KORE AND YOKOHAMA FOR  
OPERATING IN  
CONNECTION WITH THE  
OREGON RAILROAD & NAVIGATION CO.

| STEAMSHIP   | TONS  | CAPTAIN | TO SAIL AT DAYLIGHT ON |
|-------------|-------|---------|------------------------|
| "ARABIA"    | 4,483 | Bahls   | May 11th, 1905.        |
| "ARAGONIA"  | 5,398 | Schultz | May 30th, 1905.        |
| "NICOMEDIA" | 4,570 | Wagner  | June 29th, 1905.       |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

**ALLAN CAMERON, GENERAL AGENT.**

Hongkong, 17th April, 1905.

# IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO  
LONDON, NEW YORK, BOSTON, BALTIC PORTS, NEW ORLEANS, GALVESTON  
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION  
STEAMERS.

| STEAMERS              | SAILING DATES.           |
|-----------------------|--------------------------|
| PREUSSEN              | WEDNESDAY 10th May       |
| ROON                  | WEDNESDAY 14th May       |
| BATERN                | WEDNESDAY 21st June      |
| ZETEN                 | WEDNESDAY 21st June      |
| DARMSTADT             | WEDNESDAY 5th July       |
| SACHSEN               | WEDNESDAY 19th July      |
| SCHARNHORST           | WEDNESDAY 2nd August     |
| PRINZ HEINRICH        | WEDNESDAY 16th August    |
| PRINZ EITEL FRIEDRICH | WEDNESDAY 30th August    |
| PREUSSEN              | WEDNESDAY 13th September |
| ROON                  | WEDNESDAY 27th September |
| BATERN                | WEDNESDAY 11th October   |
| ZETEN                 | WEDNESDAY 25th October   |
| DARMSTADT             | WEDNESDAY 8th November   |
| SACHSEN               | WEDNESDAY 22nd November  |
| SCHARNHORST           | WEDNESDAY 6th December   |
| PRINZ HEINRICH        | WEDNESDAY 20th December  |

ON WEDNESDAY, the 10th day of MAY, 1905, at Noon, the Steamship  
"PREUSSEN," Captain Dahl, with MALES PASSENGERS, SPECIE, and  
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 8th May. Cargo and  
Specie will be received on Board until 5 P.M., on TUESDAY, the 9th May. Cargo and  
Specie will be received at the Agency's Office until Noon on TUESDAY, the 9th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
and Packages should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.  
Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**

Hongkong, 27th April, 1905.

## VESSELS ON THE BERTH

ALTERATION.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Reach, will be despatched for the above

ports on THURSDAY, the 4th inst., at 10 A.M.

For Freight or Passage, apply to—  
DOUGLAS STEAMSHIP CO.,

General Managers.

Hongkong, 1st May, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER,"

Captain McIntosh, will be despatched as above

on MONDAY, the 15th May.

For Freight, apply to—  
GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 12th April, 1905.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, INDIA, ADEN,  
EGYPT, MARSEILLES,  
LONDON, HAVRE, BOR-  
DEAUX, MEDITERRA-  
NEAN AND BLACK SEA  
PORTS.

THE Steamship

"ARMAND BEHIC,"

Captain Guionnet, will be despatched for

MARSEILLES TO-DAY (TUESDAY)

the 2nd May, at 1 P.M.

Passage tickets and through Bills of Lading

issued for above ports.

Cargo also booked for principal places in

Europe.

Next sailings will be as follows:

S.S. "DUMBA" 16th May.

S.S. "ERNEST SIMONS" 30th May.

S.S. "POLYNESIAN" 13th June.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 19th April, 1905.

REGULAR

STEAMSHIP SERVICE TO NEW

YORK

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT MALABAR

COAST).

PROPOSED SAILINGS FROM HONGKONG.

1905.

"SAGAMI" 20th May.

"ERROLL" 6th June.

"HINDUSTAN" 24th June.

For Freight and further information, apply to  
DODWELL & CO., LD.,

Agents.

Hongkong, 2nd May, 1905.

IN THE SUPREME COURT OF  
HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE COMPANIES  
ORDINANCES, 1865.

and

IN THE MATTER OF THE SAM YEE  
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that by  
an Order made by His Honor the  
Chief Justice of the Supreme Court of Hong-

kong in the above matter dated the 17th day of

April, 1905, on the petition of LUK LAI

CHO, Managing Partner of the YAN ON firm of

No. 32 Bohman Strand East, Victoria, Hong-

kong, Cotton Yarn Merchants, Creditors of the

above named Company, IT WAS ORDERED

that the SAM YEE COMPANY, LIMITED,

be wound up under the provisions of the

Companies Ordinance 1865.

NOTICE is also hereby given that His

Honor the said Chief Justice has appointed

Mr. JOHN WILLIAM LEE-JONES to be

the Official Liquidator of the Company for all

purposes of such winding-up and that the First

Meeting of creditor will be held at the Office

of the Official Liquidator, Supreme Court House,

on WEDNESDAY, the 3rd day of May,

1905, at 4 o'clock p.m. and the First Meeting

of Contributors will be held at the same place

on the same day at 4.15 o'clock p.m.

Dated this 20th day of April, 1905.

J. W. LEE-JONES,  
Official Liquidator.

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## NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"ROON,"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasures and Valuables, are being

landed and stored at their risk into the Godown

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 10 A.M.,

To-morrow MORNING, the 26th inst.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 2nd May, will be subject

to sale.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on Tuesday, the 2nd May, at

9.30 A.M.

All Claims must reach us before the 8th

May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, 25th April, 1905.

FROM HAMBURG, PENANG AND  
SINGAPORE.

THE Steamship

"ELITA NOSSACK,"

Captain Lassen, having arrived from the above

ports, Consignees of Cargo are hereby requested

to send in their Bills of Lading for counter-

signature by the Undersigned and to take im-

mediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before To-day,

the 26th inst.

Any Cargo impeding her discharge will be

landed into the Godown of the Hongkong and

Kowloon Wharf and Godown Company, Limit-

ed, and stored at Consignees' risk and expense.

All Claims must be presented within ten days

of the steamer's arrival here after which date

they cannot be recognized.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 3rd May, will be subject

to sale.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on the 3rd May, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 26th April, 1905.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Lin-

es, are pleased to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INNO-

CHINA STEAM NAV



